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(9) BUREAU OF SHIPS  
TECHNICAL INSPECTION REPORT

Classification (Cancelled) (Change to Security Information)  
JOINT CHIEFS OF STAFF JCS 1795/36 DATED 15 APRIL 1949  
*John H. Deyette* Date 23 SEP 1953

(6) OPERATION CROSSROADS.  
U.S.S. TRIPPE (DD403).

TEST BAKER [u]. (8)

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Director  
Defense Atomic Support Agency  
Washington, D. C. 20301

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OPERATION CROSSROADS

DIRECTOR OF SHIP MATERIAL  
JOINT TASK FORCE ONE

SECRET

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REG. NO.

8252

GROUP-3 1 JAN 1966  
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**BUREAU OF SHIPS GROUP  
TECHNICAL INSPECTION REPORT**

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**USS TRIPPE (DD403)**

**Page 1 of 39 Pages**

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**1 JAN 1985**

## TABLE OF CONTENTS

	PAGE NO.
Ship Characteristics Sheet - - - - -	3
Midship Section - - - - -	4
Overall Summary of Damage - - - - -	5
Hull Technical Inspection Report (Section I) - - - - -	12
Machinery Technical Inspection Report (Section II) - - -	18
Electrical Technical Inspection Report (Section III) - - -	28
Photographic Section (Section IV) - - - - -	32
Commanding Officers Report (Appendix) - - - - -	38

SECRET

USS TRIPPE (DD403)

U.S.S. TRIPPE (DD 403)

SHIP CHARACTERISTICS

Building Yard: Boston Naval Shipyard.

Commissioned: 1 November 1939.

HULL

Length Overall: 340 feet 9 inches.

Length on Waterline: 334 feet 0 inches.

Beam (extreme): 35 feet 6 inches.

Depth (molded at side, to main deck, amidships): 19-feet 7 7/8 inches.

Drafts at time of test: Fwd. 13 feet 2 inches.

Aft. 12 feet 3 inches.

Standard Displacement: 1500 tons.

Displacement at time of test: 2215 tons.

MAIN PROPULSION PLANT

Main Engines: Two sets of Westinghouse main turbines are installed, one set per shaft.

Reduction Gears: Two sets of De-Laval double reduction are installed. One per Turb. set.

Main Condenser: Two are installed in ship.

Boilers: Three Babcock and Wilcox boilers are installed in ship. 565 psi guage, 705 ° F.

Propellers: Two are installed in ship.

Main shafts: Two are installed .

Ships Service Generators: Four are installed in ship. Two 132 KW. - AC. sets and two 40 KW. - D-C sets.

SECRET

USS TRIPPE (DD 403)

Page 3 of 39 Pages

7.65" WEB: SPCD-7'-0"  
KEEL BKT: SPCD.- EVERY FRAME



## Summary

**U.S.S. TRIPPE (DD 403)**

# TECHNICAL INSPECTION REPORT

## OVERALL SUMMARY

### I. Target Condition After Test.

#### (a) Drafts after test; list; general areas of flooding, sources.

No flooding, or change of list or trim resulted from test B. Parallel sinkage occurred to a slight degree due to normal leakage. This leakage amounted to 12 inches in the forward fireroom, 24 inches in the after fireroom, 8 inches in the forward engine room, and 16 inches in the after engine room. A small amount of water was found in the ice machine room, two inches of water in the wardroom washroom, A-105-2L, and in the crew's washroom. Water in washrooms probably resulted from washing down operations. Leakage into the ice machine room probably was through loose valves, flanges, and other fittings.

#### (b) Structural damage.

##### HULL

No structural damage, attributable to the test, occurred. No topside damage resulted except the parting of a foremast stay.

##### MACHINERY

No comment.

##### ELECTRICAL

There was no apparent structural damage due to test B.

#### (c) Other damage.

##### HULL

Not observed.

SECRET

USS TRIPPE (DD403)

## MACHINERY

A large patch of plastic fell out of the front wall of #1 boiler. This wall was in poor condition before test B. It is not believed that the boiler would have been damaged at all if it had been in good condition. There is no other damage to machinery of this vessel, as far as can be determined by visual inspection.

## ELECTRICAL

No damage occurred to electrical equipment due to test B.

## II. Forces Evidenced and Effects Noted.

### (a) Heat.

#### HULL

There was no evidence of heat.

#### MACHINERY

No evidence.

#### ELECTRICAL

No evidence of heat.

### (b) Fires and explosions.

#### HULL

None.

#### MACHINERY

No evidence.

SECRET

USS TRIPPE (DD403)



## ELECTRICAL

No evidence of fires or explosions.

(c) Shock.

## HULL

There is evidence of a slight shock. A large patch of plaster fell from the forward wall of No. 1 boiler. This wall was in poor condition prior to test B. The only other evidence of shock is in the breakage of several light bulbs.

## MACHINERY

The vessel received a moderate shock which knocked a large patch of plastic out of #1 boiler. There is no other evidence of shock on machinery.

## ELECTRICAL

No evidence of shock.

(d) Pressure.

## HULL

The explosion bore approximately 345 degrees relative. Slight damage occurred to the stack breaching and to the door to the general workshop, (B-104-E).

## MACHINERY

No evidence.

## ELECTRICAL

No evidence of pressure.

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USS TRIPPE (DD403)

(e) Effects peculiar to the atomic bomb.

HULL

None, except radioactivity.

MACHINERY

None.

ELECTRICAL

Other than radioactivity, no effects peculiar to the atom bomb were noted.

III. Results of Test on Target.

(a) Effect on machinery, electrical, and ship control.

HULL

None, except loosened plaster on No. 1 boiler which rendered this boiler temporarily inoperable.

MACHINERY

Boiler #1 was made temporarily inoperable. Repairs could be made by the ship's force within a few hours.

Note: Because of radioactivity, which was high when the ship was inspected 16 days after test B, no machinery except the emergency diesel generator was operated after test B.

ELECTRICAL

No damage apparent.

SECRET

USS TRIPPE (DD403)

Previous page was blank, therefore not filmed.

#### ELECTRICAL

No electrical damage affected personnel or habitability.

(e) Effect on fighting efficiency.

#### HULL

It is estimated that inoperability of No. 1 boiler, resulting from dislodged plaster, would have temporarily reduced the ship's speed by three knots.

Fighting efficiency is otherwise unaffected, except insofar as personnel would be affected by radioactivity.

#### MACHINERY

Damage to #1 boiler reduced the ship's maximum speed by about 3 knots temporarily. Repairs could be made by the ship's force within a few hours. It is not believed that this boiler would have been damaged if it had been in good condition. In this case the test would have had no effect on fighting efficiency from a machinery viewpoint, except for possible effects of radioactivity.

#### ELECTRICAL

No electrical damage affected the fighting efficiency of the vessel.

#### IV. General Summary of Observers Impressions and Conclusions.

#### HULL

No comment.

#### MACHINERY

The TRIPPE was outside the effective range of physical damage to machinery during test B.

SECRET

USS TRIPPE (DD403)

## ELECTRICAL

No damage was evident on any electrical equipment on this vessel. It appears that the presently available electrical equipment has sufficient shock resistance qualities to withstand any stresses imposed on it under conditions existing during test B.

### V. Miscellaneous.

## HULL

No comment.

## MACHINERY

None.

## ELECTRICAL

None.

SECRET

USS TRIPPE (DD403)

# TECHNICAL INSPECTION REPORT

## SECTION I - HULL

### GENERAL SUMMARY OF HULL DAMAGE

#### I. Target Condition After Test.

##### (a) Drafts after test; list; general areas of flooding, sources.

No flooding, or change of list or trim resulted from Test B. Parallel sinkage occurred to a slight degree due to normal leakage. This leakage amounted to 12-inches in the forward fireroom, 24-inches in the after fireroom, 8-inches in the forward engine room, and 16-inches in the after engine room. A small amount of water was found in the ice machine room, two inches of water in the wardroom washroom, A-105-2L, and in the crew's washroom. Water in washrooms probably resulted from washing down operations. Leakage into the ice machine room probably was through loose valves, flanges, and other fittings.

##### (b) Structural damage.

No structural damage, attributable to the test, occurred. There is no topside damage resulted except the parting of a foremast stay.

##### (c) Other damage.

Not observed.

#### II. Forces Evidenced and Effects Noted.

##### (a) Heat.

There was no evidence of heat.

##### (b) Fires and explosions.

None.

SECRET

USS TRIPPE (DD403)

(c) Shock.

There is evidence of a slight shock. A large patch of plaster fell from the forward wall of No. 1 boiler. This wall was in poor condition prior to Test B. The only other evidence of shock is the breakage of several light bulbs.

(d) Pressure.

The explosion bore approximately 345° relative. Slight damage occurred to the stack breeching and the door to the general workshop, (B-104-E).

(e) Effects apparently peculiar to the atom bomb.

None, except radioactivity.

III. Effects of Damage.

(a) Effect on machinery, electrical and ship control.

None, except loosened plaster on No. 1 boiler which rendered this boiler temporarily inoperable.

(b) Effect on gunnery and fire control.

None.

(c) Effect on water-tight integrity and stability.

None.

(d) Effect on personnel and habitability.

No effect except that of radioactivity.

SECRET

USS TRIPPE (DD403)

(e) Effect on fighting efficiency.

It is estimated that inoperability of No. 1 boiler, resulting from dislodged plaster, would have temporarily reduced the ship's speed by three knots.

Fighting efficiency is otherwise unaffected, except insofar as personnel would be affected by radioactivity.

IV. General Summary of Observers' Impressions and Conclusions.

No comment.

V. Preliminary General or Specific Recommendations of Inspection Group.

No comment.

VI. Instructions for loading the vessel specified the following:

ITEM	LOADING
Fuel Oil	Full Load
Diesel Oil	Min.
Ammunition	10%
Potable and reserve feed water	Full Load
Salt water ballast.	350 tons

Details of the actual quantities of the various items aboard are included in Report 7, Stability Inspection Report submitted by ship's force in accordance with "Instructions to Target Vessels for Tests and Observations by Ship's Force" issued by the Director of Ships Material. This report is available for inspection in the Bureau of Ships Crossroads Files.

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USS TRIPPE (DD403)

## DETAILED DESCRIPTION OF HULL DAMAGE

### A. General Description of Hull Damage.

No structural damage attributable to the test occurred.

### B. Superstructure.

Stack breeching to the forward boiler was slightly crushed, port and starboard. The foremast after stay parted near its connection to the mast. The door to the general workshop (B-104-E) is distorted. However, other lighter structure in the vicinity of this door is unaffected.

### C. Turrets, Guns and Directors.

No damage.

### D. Torpedo Mounts, Depth Charge Gear.

No damage.

### E. Weather Deck.

No damage.

### F. Exterior Hull.

No damage.

### G. Interior Compartments (above w.l.).

No damage.

### H. Armor Decks and Miscellaneous Armor.

Not Applicable.

SECRET

USS TRIPPE (DD403)



I. Interior Compartments (below w.l.).

No damage.

J. Underwater Hull.

No damage.

K. Tanks.

No damage.

L. Flooding.

No flooding occurred. Parallel sinkage occurred to a slight degree, however, from normal leakage through loose valves, pipe flanges, and other fittings. This leakage amounted to 12-inches in the forward fireroom, 24-inches in the after fireroom, 8-inches in the forward engine room, and 16-inches in the after engine room. A small amount of water from washing down operations was found in the wardroom washroom, A-105-2L and in the crew's washroom. Leakage from fittings in the ice machine room resulted in two inches of water on the deck.

M. Ventilation.

No damage.

N. Ship Control.

No damage.

O. Fire Control.

No damage.

P. Ammunition Behavior.

No damage.

SECRET

USS TRIPPE (DD403)

Q. Ammunition Handling.

No damage.

R. Strength.

No damage.

S. Miscellaneous.

No comment.

SECRET

USS TRIPPE (DD403)

Page 17 of 39 Pages

# TECHNICAL INSPECTION REPORT

## SECTION II - MACHINERY

### GENERAL SUMMARY OF MACHINERY DAMAGE

#### I. Target Condition After Test.

- (a) Drafts after test; list; general areas of flooding, sources.

Machinery spaces had water in them after test "B"  
as follows:

Forward fire room - 1 foot  
Forward engine room - 8 inches  
After fire room - 2 feet  
After engine room - 16 inches

This is believed to be normal leakage during the absence of the crew, not attributable to test "B".

- (b) Structural damage.

No comment.

- (c) Other damage.

A large patch of plastic fell out of the front wall of #1 boiler. This wall was in poor condition before test "B". It is not believed that the boiler would have been damaged at all if it had been in good condition. There is no other damage to machinery of this vessel, as far as can be determined by visual inspection.

#### II. Forces evidenced and effects noted.

- (a) Heat.

No evidence.

SECRET

U. S. S. TRIPPE (DD403)

(b) Fires and explosions.

No evidence.

(c) Shock.

The vessel received a moderate shock which knocked a large patch of plastic out of #1 boiler. There is no other evidence of shock on machinery.

(d) Pressure.

No evidence.

(e) Any effects apparently peculiar to the Atom Bomb.

None.

III. Effects of damage.

(a) Effect on machinery and ship control.

Boiler #1 was made temporarily inoperable. Repairs could be made by the ship's force within a few hours.

Note: Because of radioactivity, which was high when the ship was inspected 16 days after Test "B", no machinery except the emergency diesel generator was operated after Test "B".

(b) Effect on gunnery and fire control.

No comment.

(c) Effect on water-tight integrity and stability.

No comment.

(d) Effect on personnel and habitability.

None below decks, except radioactivity.

SECRET

U. S. S. TRIPPE (DD403)

(e) Total effect on fighting efficiency.

Damage to #1 boiler reduced the ship's maximum speed by about 3 knots temporarily. Repairs could be made by the ship's force within a few hours. It is not believed that this boiler would have been damaged if it had been in good condition. In this case the test would have had no effect on fighting efficiency from a machinery viewpoint, except for possible effects of radioactivity.

IV. General Summary.

The TRIPPE was outside the effective range of physical damage to machinery during Test "B".

V. Preliminary Recommendations.

None.

SECRET

U. S. S. TRIPPE (DD403)

## DETAILED DESCRIPTION OF MACHINERY DAMAGE

### A. General Description of Machinery Damage.

#### (a) Overall condition.

The enginerooms and firerooms have from 8 inches to 2 feet of water in them. This is considered to be normal leakage during the absence of the crew, and not attributable to Test "B".

A large patch of plastic fell out of the front wall of the saturated side of boiler #1. This wall was in poor condition before Test "B". There is no other change in the overall condition of the machinery.

#### (b) Areas of major damage.

None.

#### (c) Primary causes of damage in each area of major damage.

Not applicable.

#### (d) Effect of target test on overall operation of machinery plant.

The test had no apparent effect on the machinery of this vessel except for the falling of plastic in #1 boiler. (See (a) above). This could have been repaired by the ship's force within a few hours, and would not have occurred if the boiler had been in good condition before the test.

Note: No machinery on this vessel except the emergency diesel generator has been operated or tested since Test "B". Visual inspections only were made because of radioactivity, which was high 16 days after Test "B".

SECRET

U. S. S. TRIPPE (DD403)

B. Boilers.

(a) Air casings.

No apparent damage.

(b) External Fittings.

No apparent damage.

(c) Fuel oil burner assemblies.

No apparent damage.

(d) Brickwork and furnaces.

A large patch of plastic in the front wall of boiler #1 broke out and fell down. (See photo 2976-6, page ). This made the boiler inoperable. Repairs could be made by the ship's force within a few hours. This plastic was in poor condition before the test. It is not believed that this boiler would have been damaged if it had been in good condition before the test. Otherwise, there was no apparent damage to brickwork of boilers #1 and 2. The interior of boiler #3 was not inspected because of the presence of water in the fire room bilges.

Note: Boiler #3 was inoperable before Test "B". It was not inspected closely because of the presence of water in the after fireroom but did not appear to have been damaged by Test "B". Boiler #1 was in poor condition before Test "B" but sustained no apparent damage therefrom except the falling out of a patch of plastic (See (d) above). None of the boilers on this vessel were tested hydrostatically after Test "B".

C. Blowers.

No apparent damage.

D. Fuel Oil Equipment.

No apparent damage.

SECRET

U. S. S. TRIPPE (DD403)

E. Boiler Feedwater Equipment.

No apparent damage.

F. Main Engines.

No apparent damage. The engines were trammed before and after Test "B". No displacement or misalignment occurred during the test.

G. Reduction Gears.

No apparent damage.

H. Shafting and Bearings.

No apparent damage.

I. Lubrication System.

No apparent damage.

J. Condensers and Air Ejectors.

No apparent damage.

K. Pumps.

No apparent damage.

L. Auxiliary Generators (Turbine and Gears).

No apparent damage.

M. Propellers.

Not inspected. The propellers were not visible from the surface of the water. In view of the general condition of the ship as a whole, they are not believed to have been damaged.

SECRET

U. S. S. TRIPPE (DD403)



N. Distilling Plant.

No apparent damage.

O. Refrigerating Plant.

No apparent damage.

P. Winches, Windlasses, and Capstans.

No apparent damage.

Q. Steering Engine.

No apparent damage.

R. Elevators, Ammunition Hoists, Etc.

No apparent damage.

S. Ventilation (Machinery).

No apparent damage.

T. Air Compressors.

No apparent damage.

U. Diesels (Generators and Boats).

1. The emergency diesel generator was undamaged. It was operated for 2 1/2 hours after Test "B", and functioned normally.

2. No boats were on board during test "B".

V. Piping.

No apparent damage.

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U. S. S. TRIPPE (DD403)

W. Miscellaneous.

No apparent damage.

SECRET

U. S. S. TRIPPE (DD403)

Page 25 of 39 Pages

# TECHNICAL INSPECTION REPORT

## SECTION III - ELECTRICAL

### GENERAL SUMMARY OF ELECTRICAL DAMAGE

#### I. Target Condition After Test.

##### (a) Drafts after test; list; general areas of flooding, sources.

Drafts were the same as before Test B except for a small amount of leakage through faulty valves and other fittings.

Light flooding occurred in the bilges of the fire and engine rooms.

Sources of flooding were leaks in valves and fittings.

##### (b) Structural damage.

There was no apparent structural damage due to Test B.

##### (c) Other damage.

No damage occurred to electrical equipment due to Test B.

#### II. Forces Evidenced and Effects Noted.

##### (a) Heat.

No evidence of heat.

##### (b) Fires and explosions.

No evidence of fires or explosions.

SECRET

USS TRIPPE (DD403)

(c) Shock.

No evidence of shock.

(d) Pressure.

No evidence of pressure.

(e) Any effects apparently peculiar to the atom bomb.

Other than radioactivity, no effects peculiar to the atom bomb were noted.

III. Effects of Damage.

(a) Effect on propulsion and ship control.

No damage apparent.

(b) Effect on gunnery and fire control.

No damage apparent.

(c) Effect on water-tight integrity and stability.

No electrical damage affected water-tight integrity or stability.

(d) Effect on personnel and habitability.

No electrical damage affected personnel or habitability.

(e) Total effect on fighting efficiency.

No electrical damage affected the fighting efficiency of the vessel.

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USS TRIPPE (DD403)

#### IV. General Summary of Observers' Impressions and Conclusions.

No damage was evident on any electrical equipment on this vessel. It appears that the presently available electrical equipment has sufficient shock resistance qualities to withstand any stresses imposed on it under conditions existing during Test B.

#### V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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USS TRIPPE (DD403)

## DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

### A. General Description of Electrical Damage.

#### (a) Overall condition.

The overall condition of the electric plant is the same as before the test.

#### (b) Areas of major damage.

None.

#### (c) Primary causes of damage in each area of major damage.

None.

#### (d) Effect of target test on overall operation of electric plant.

1. Ship's service generator plant - no effect.
2. Engine and boiler auxiliaries - no effect.
3. Electric propulsion - no effect.
4. Communications - no effect.
5. Fire control circuits - no effect.
6. Ventilation - no effect.
7. Lighting - no effect.

#### (e) Types of equipment most affected.

None.

### B. Electric Propulsion Rotating Equipment.

Not Applicable.

SECRET

USS TRIPPE (DD403)

IV. General Summary of Observers' Impressions and Conclusions.

No damage was evident on any electrical equipment on this vessel. It appears that the presently available electrical equipment has sufficient shock resistance qualities to withstand any stresses imposed on it under conditions existing during Test B.

V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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USS TRIPPE (DD403)

## DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

### A. General Description of Electrical Damage.

#### (a) Overall condition.

The overall condition of the electric plant is the same as before the test.

#### (b) Areas of major damage.

None.

#### (c) Primary causes of damage in each area of major damage.

None.

#### (d) Effect of target test on overall operation of electric plant.

1. Ship's service generator plant - no effect.
2. Engine and boiler auxiliaries - no effect.
3. Electric propulsion - no effect.
4. Communications - no effect.
5. Fire control circuits - no effect.
6. Ventilation - no effect.
7. Lighting - no effect.

#### (e) Types of equipment most affected.

None.

### B. Electric Propulsion Rotating Equipment.

Not Applicable.

SECRET

USS TRIPPE (DD403)



C. Electric Propulsion Control Equipment.

Not Applicable.

D. Generators - Ships Service.

No damage.

E. Generators - Emergency.

No damage.

F. Switchboards, Distribution and Transfer Panels.

No damage.

G. Wiring, Wiring Equipment and Wireways.

No damage.

H. Transformers.

No damage.

I. Submarine Propelling Batteries.

Not Applicable.

J. Portable Batteries.

No damage.

K. Motors, Motor Generator Sets and Motor Controllers.

No damage.

L. Lighting Equipment.

No damage.

SECRET

USS TRIPPE (DD403)

M. Searchlights.

No damage.

N. Degaussing Equipment.

No damage.

O. Gyro Compass Equipment.

No damage.

P. Sound Powered Telephones.

No damage.

Q. Ship's Service Telephones.

Not Applicable.

R. Announcing Systems.

No damage.

S. Telegraphs.

No damage.

T. Indicating Systems.

No damage.

U. I.C. and A.C.O. Switchboards.

No damage.

V. F.C. Switchboards.

No damage.

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M. Searchlights.

No damage.

N. Degaussing Equipment.

No damage.

O. Gyro Compass Equipment.

No damage.

P. Sound Powered Telephones.

No damage.

Q. Ship's Service Telephones.

Not Applicable.

R. Announcing Systems.

No damage.

S. Telegraphs.

No damage.

T. Indicating Systems.

No damage.

U. I.C. and A.C.O. Switchboards.

No damage.

V. F.C. Switchboards.

No damage.

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USS TRIPPE (DD403)

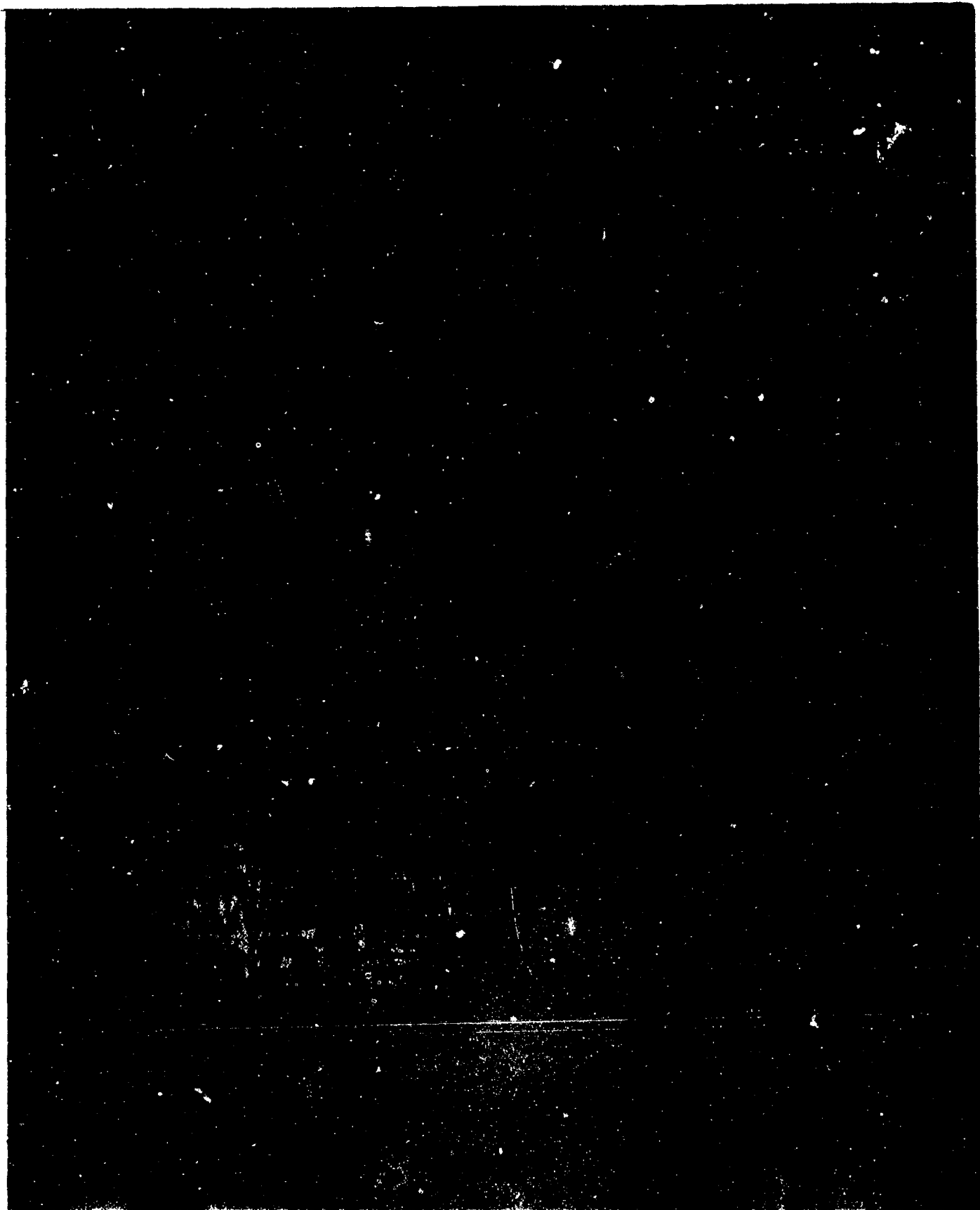
## SECTION IV

### PHOTOGRAPHS

### TEST BAKER

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USS TRIPPE (DD403)



AB-CR-59-4004-8. View from off port bow.

SECRET

Page 33 of 39 Pages

USS TRIPPE (DD403)

8252



AB-CR-59-4004-10. View from off port beam, frames 55 to 102.

SECRET

Page 34 of 39 Pages

USS TRIPPE (DD403)

8252



AB-CR-59-4005-2. View from off starboard quarter.

SECRET

Page 35 of 39 Pages

USS TRIPPE (DD403)

8252



AB-CR-59-4005-6. View from off starboard bow, stern to stack.

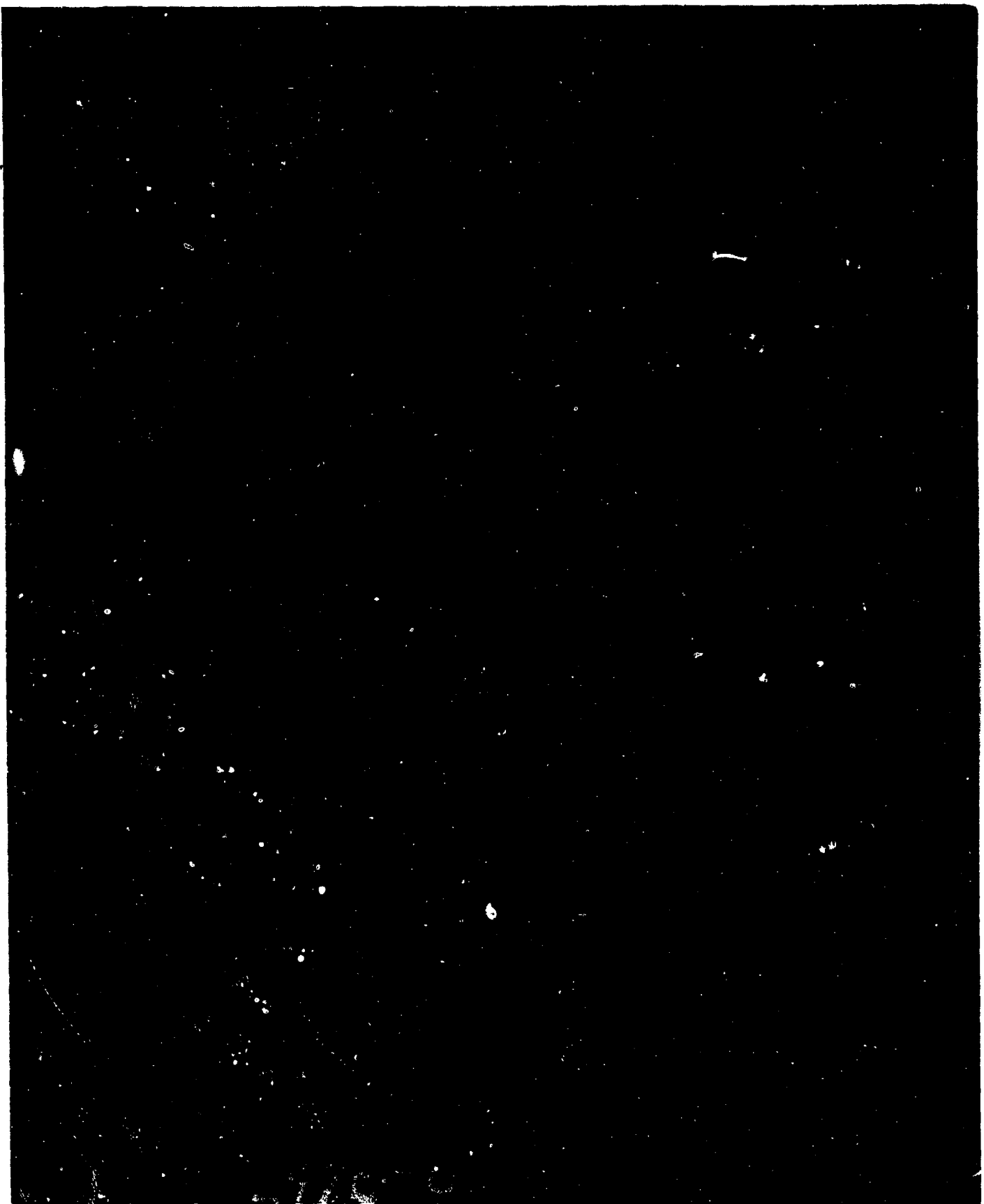
SECRET

Page 36 of 39 Pages

USS TRIPPE (DD403)

8252





AB-CR-79-2976-6. No. 1 boiler damaged plastic front.

SECRET

Page 37 of 39 Pages

USS TRIPPE (DD403)

8252

APPENDIX

COMMANDING OFFICERS REPORT

TEST BAKER

SECRET

USS TRIPPE (DD403)

Page 38 of 39 Pages

# COMMANDING OFFICERS REPORT

## REPORT # 5

A brief inspection was made of the USS TRIPPE (DD 403) on 10 August 1946. All engineering spaces and selected compartments were inspected.

Damage found was as follows:

- (a) Plastic boiler front on No. 1 boiler was cracked and large sections had fallen out.
- (b) The forward port side of the uptakes at the main deck level was dished-in about six inches.
- (c) Several light bulbs had been broken.

(b) and (c) of the above are not considered major but are included to give the complete extent of visible damage.

An inspection of the outer hull plating was made by passing close aboard in a boat and no damage was apparent.

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USS TRIPPE (DD-403)



Defense Special Weapons Agency  
6801 Telegraph Road  
Alexandria, Virginia 22310-3398

TRC

18 April 1997

MEMORANDUM FOR DEFENSE TECHNICAL INFORMATION CENTER  
ATTENTION: OMI/Mr. William Bush (Security)

SUBJECT: Declassification of Reports

The Defense Special Weapons Agency has declassified the following reports:

/✓AD-366588 <del>4</del>	XRD-203-Section 12✓
AD-366589 <del>4</del>	XRD-200-Section 9
AD-366590 <del>4</del>	XRD-204-Section 13
AD-366591 <del>4</del>	XRD-183
/✓AD-366586 <del>4</del>	XRD-201-Section 10✓
/✓AD-367487 <del>4</del>	XRD-131-Volume 2-
✓✓AD-367516 <del>4</del>	XRD- <del>1</del> 143✓
✓✓AD-367493 <del>4</del>	XRD-142✓
AD-801410L✓	XRD-138✓
AD-376831L✓	XRD-83✓
AD-366759 <del>4</del>	XRD-80
✓✓AD-376830L <del>4</del>	XRD-79✓
/✓AD-376828L <del>4</del>	XRD-76✓
/✓AD-367464 <del>4</del>	XRD-106✓
AD-801404L✓	XRD-105-Volume 1✓
/✓AD-367459 <del>4</del>	XRD-100✓

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18 April 1997

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AD-376836L ✓	XRD-98 ✓
AD-376835L ✓	XRD-97 ✓
AD-376834L ✓	XRD-96 ✓
AD-376833L ✓	XRD-95 ✓
X AD-376832L ✓	XRD-94 ✓ <i>re-ingest</i>
✓✓ AD-367458 ✓	XRD-93 ✓
<del>AD-367457</del> ✓	XRD-92-Volume 2 ✓
<del>AD-367456</del> ✓	XRD-91-Volume 1 ✓
<del>AD-367455</del> ✓	XRD-90 ✓
<del>AD-367454</del> ✓	XRD-89 ✓
AD-367453 ✓	XRD-88 ✓
<del>AD-367452</del> ✓	XRD-87 ✓
AD-366764 ✓	XRD-86
AD-376837L ✓	XRD-99
AD-366758 ✓	XRD-78
AD-366734 ✓	XRD-44
AD-366763 ✓	XRD-85 ✓
AD-376829L ✓	XRD-77 ✓
✓✓ AD-367462 ✕	XRD-103 ✓
✓✓ AD-367463 ✕	XRD-104 ✓
✓✓ AD-367461 ✕	XRD-102 ✓
AD-367460 ✓	XRD-101 ✓

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AD-801406L ✓ XRD-114✓

In addition, all of the cited reports are now **approved for public release; distribution statement "A" now applies.**

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